

THE SENTINEL

WASHINGTON, D. C., JULY 30, 1898

JOHN SHERMAN believes that "Gen. Garcia should have been invited to the surrender of Santiago, and if he was not, a blunder was made." It is a blunder that will not be repeated. The American people will take care of that.

SUPPOSE Lafayette, with his Frenchmen, after the victory at Yorktown, had captured the city of New York, and left in power there the Tory officials and the judges appointed under British authority, what would our ancestors have said and done? Would they have been as moderate in their remonstrances as Garcia was to Shafter?

It is the opinion of Gen. King, who is to go in command of the next Manila expedition, that "Gen. Merritt will be glad to have 50,000 men before he is through with Aguinaldo." This is a small estimate if we are to subjugate and rule seven or eight millions of people in the Philippines. But is that what we went to war for? Was it made necessary by Dewey's destruction of Montojo's fleet?

An Old Friend in a New Dress.

As our readers are aware, for many years Prohibitionists sought to have a commission appointed for the investigation of the liquor traffic and thus make the drink question a national one and a proper subject for legislation by Congress, but were opposed by the Editor of the SENTINEL with so much success that their efforts were in vain. They then turned their eyes to the Department of Labor, and under the cloak of an inquiry into the "economic" aspects of the liquor question, they endeavored to accomplish their ends. The report of the Department on this phase of the question has now been printed, and a synopsis given out by the Commissioner is published on our first page. When we have received the full report we may have something to say.

Ignorance a Bar to Peace.

The destruction of the Spanish fleet in Manila Bay on May 1 was not known in Santiago until after the surrender of the city on July 17. The Spanish garrisons at San Luis and Palma, near Santiago, would not believe that Cervera's fleet had been destroyed and that the city had surrendered, until Gen. Shafter induced them to send messengers and learn the truth. To us the possibility of such suppression of the news is incredible, but it is quite in accord with Spanish ideas, and it throws a great deal of light on the Spanish situation.

The ignorance of Santiago is not exceptional but representative. Only the minority of the people of Spain know how to read at all, and a still smaller minority read the unreliable newspapers. The number of those who really know what has actually happened is ridiculously small. Probably nine out of ten of the population are ignorant of the humiliating record of Spanish defeat.

This is the chief difficulty in the way of making peace. This ignorance may remain impenetrable until Havana shall be taken, or until our fleet appears off the coast of Spain and perhaps does a little bombarding just to prove their helplessness.

Torpedo Boats.

With Spain's navy practically annihilated it looks as if the naval engagements of the war were over and that the war would come to an end without a single torpedo having been launched from either side.

We have had no use for torpedo boats, because our guns did their work at ranges far beyond the reach of the torpedo. The Spaniards have not been able to use their splendid torpedo boats, because our drill and discipline rendered impossible that sudden surprise which is necessary to get in an effective torpedo shot.

The destruction of the Blanco Encalada by a torpedo in the harbor of Valparaiso in 1891 undoubtedly created a strong impression of the effectiveness of these destroyers. But the Blanco Encalada was taken wholly by surprise, and stupidly allowed two hostile torpedo boats to get within fifty yards of her and to launch two or three torpedoes before succeeding in blowing her up.

Such an incident does not prove the effectiveness of the torpedo boat. It merely proves the incompetence of the Chilean commander. It would be absurd to expect any other commander to be caught in the same way, and an offensive armament which depends for its success wholly on the gross incompetence of the enemy cannot expect to be rated highly.

Give Our Ships Speed.

The officials who have been threatening to saddle us with slower battleships than any we have yet had in our service at a time when all other naval powers are striving for more speed have begun to learn something at last. They have issued a circular informing prospective bidders that "the Department will, in awarding contracts for the construction of battleships 10, 11 and 12, give preference, other things being equal, to such bids as offer to guarantee the highest rate of speed and greatest coal endurance, the total weights of engines, boilers and coal, and the spaces allowed therefor, to remain as now fixed by the circular defining the chief characteristics of said vessels and the Department plans and specifications."

That is well as far as it goes, but the Department ought to issue another circular, stating that no speed below eighteen knots will be accepted. Chief Engineer Melville declares that by using modern water tube boilers and quadruple expansion engines he can obtain such a speed with less weight of machinery than has been allowed for the slow rate provided for in the original plans. There can be no possible excuse for a failure to modify the plans to obtain such results.

To build slow battleships at this time would be not only senseless, but clearly illegal. The law authorizing the construction of these vessels provides that they shall have "the highest practicable speed for vessels of their class." Nobody at this day will pretend that fifteen knots, or even sixteen is the highest practicable speed for a vessel of eleven thousand tons. To construct such a ship would be a manifest violation of law.

When the editor of the New York Journal visited the Texas after the destruction of Cervera's fleet he first remark addressed to him by Captain Philip was: "What sort of ships do you fellows make out on the Pacific Coast?"

The splendid performance of the Oregon has impressed every man in the fleet. All the ships fought well, but it was the vessels with speed that got the full benefit of the fight. The slower ones had no chance to win fame. But for the speed of the Brooklyn, Oregon and Texas two or three, if not all, of Cervera's ships would have escaped, and Santiago would have been a name of humiliation for the American navy instead of one of glory.

The Texas was the first battleship constructed for the United States navy; she is only a second class one at that, and she was built ten years ago on foreign plans that were out of date even then. Conceivably our newest and greatest first class battleships, the latest triumphs of American skill, should be unable to come within two knots of the speed of the little ten year old, second class, foreign planned Texas!

More Ships for England.

It is an article of faith in England that neither the Crown nor the Lords shall have anything to do with fixing the amounts of money to be spent on the public service. Only Her Majesty's faithful Commons can do that. Yet the country that thus jealously deprives its own privileged classes of power over its finances puts the control of the most important branch of its national expenditure into the hands of foreign enemies.

That is what the rule that the British navy shall be kept on a level with navies of any two other powers really means, and Mr. Goschen has just carried this principle to its logical conclusion by extending it to each class of ships.

The British shipbuilding programme is now laid down by France and Russia. The British naval budget is practically constructed in Paris and St. Petersburg. Whatever France and Russia may see fit to do England must match. If the French build four battleships and the Russians three, England must build seven, and so of every other class of vessels. The scope of British discretion is reduced to matters of detail.

It is noteworthy that one of the manifestations of that discretion is an increase in the speed of the latest battle ships projected. While every other country is making its fighting ships faster we are proposing to make ours slower. It is to be hoped that this fatal policy, which is not only disastrous but illegal, will be abandoned before it is too late.

Some War Loan Perplexities

The Treasury now finds that the small subscribers for bonds, whose number was last week reckoned at 200,000, will actually reach 300,000 or more.

This is giving the Treasury people a lot of trouble. First of all, these small subscribers nearly all seem disposed to pay for their bonds in cash, and there is fear that too much money will thus be

withdrawn from circulation and locked up in the Treasury until needed for war expenses. So the authorities are urging subscribers to take the credit period allowed to them.

Another difficulty is that the express companies have put a limit upon the amount for which they are willing to become responsible. To avoid excessive liability they refuse to receive more than a fixed sum in bonds each day for transmission. As there are 300,000 separate parcels of bonds to be delivered the work of distribution promises to be tedious.

But it is worth all the trouble. It creates a great and influential body of Government creditors scattered all over the country. The fact that bankers are eagerly bidding for the bonds before their delivery is an object lesson in the credit of the United States. It is teaching the people that the very men whose business it is to gauge credit think so well of United States securities that they will take them at 3 per cent. and throw off a year and a quarter's interest in order to get them.

The popular loan is one of the very greatest of those "benefits of the war" which we have chronicled in our columns.

Our Next Census.

A census of the United States in regard to its population, material resources, products, manufacturing industries, and agriculture will, under Federal authority, be taken the year after next, and the recent Congress in providing measures for limiting the scope appears to have taken into consideration the fact that in respect to additions to territory and population it would be, by all odds, the most remarkable census taken in this country.

Between 1830 and 1840 the population of the United States increased 5,000,000; from 1840 to 1850 it increased 6,000,000; from 1850 to 1860 it increased 8,000,000. From 1860 to 1870, covering the period of the Civil war, the increase was 7,000,000. From 1870 to 1880—population always increases rapidly after a national war—the increase was 12,000,000, and from 1880 to 1890, 12,000,000. The Bureau of Statistics of the Treasury Department puts the present population of the United States at 74,000,000, and the total population of the country and annexed territory will surely not be less than 80,000,000, and may exceed 90,000,000 in 1900, a greater increase in a decade than has ever before been marked in the country's history. At the time of the first national census Massachusetts had more population than New York.

In a Foul Dungeon.

Naval Constructor Hobson has been furnishing some interesting information to friends in Washington of his imprisonment at Santiago. It was not commonly known that for four or five days he was confined in a small, unventilated, loathsome cell in Morro Castle.

He could not have long survived the imprisonment, and undoubtedly would have died as the effect of this cruelty and hardship, had it not been for the intercession of Admiral Cervera, who inspected the quarters and afterwards insisted that the military commander should provide Hobson and his men with better and more civilized accommodations.

Hobson says the chagrin and anger of the Spaniards at finding that they had not destroyed a battleship in their attack on the Merrimac probably incited them to the ill treatment of himself and other prisoners of war. The Spanish officials at Santiago supposed they had sunk an American battleship and that Hobson and his men were the only survivors of the ship. It was also understood that the action of the British Consul at Santiago operated to have Hobson and his men treated with decency.

The British Consul performed a practical service in advising the Washington authorities of the prison accommodations in Santiago given to the naval officer and the enlisted men. This advice led to a menacing suggestion from Washington.

Truth About the Cubans.

Probably no officer in our army is better qualified to judge a soldier at sight than Gen. Lawton. His long service in the West and against the Indians makes him an especially competent witness as to the value of the private under adverse conditions, and Gen. Lawton is very glad to bear testimony to the soldierly capacity of the Cuban insurgents.

Garcia's army came into our camp "as ragged as Falstaff's Gadshill force," but after clothing and arms had been issued to them, Gen. Lawton says, "you would never know the clean, alert, ready man of today, who brings his piece up smartly to the salute as I pass, as the ragged, half-starved, wholly dirty refugee who constituted the so-called army under Garcia."

This testimony to Cuban capacity and fitness should be received with welcome in this country for the very simple reason that we have promised the Cubans freedom and independence which means self-government.

Internal Revenue Decisions.

INFORMATION FOR BREWERS AND OTHERS.

FERMENTED LIQUORS.

Additional tax on fermented liquors stored in bottles.

The Commissioner of Internal Revenue has issued the following circular, in regard to the above, to collectors:

Some misapprehension appears to exist as to the liability to the additional tax imposed by the act of June 13, 1895, of bottled fermented liquors on storage on the morning of the 14th ultimo. You are advised on this point that such bottled liquors are held to be liable to the additional tax, and must be returned accordingly. The number of bottles should be stated and their contents reduced to barrels and fractions of a barrel. In cases where such bottled liquors have been omitted from Forms 417 and 418 heretofore rendered, supplementary return and inventory covering the same will be required, the forms being adapted to suit the circumstances.

BITTERS TAXABLE UNDER SCHEDULE B AS MEDICINAL PREPARATIONS.

Bitters will be presumed to be medicinal preparations and taxable, unless the non-medical character is clearly shown.

Mr. C. H. Treat, Collector Second District, New York, N. Y.

Fisher & Levy, of 149 Franklin street, New York City, have written to this office, under date of July 8, 1898, submitting a label used on bottles of Carlsbader Bitters, and asking if the article is taxable under the war revenue act. They have been referred to you. Will you please advise them that bitters, being specially mentioned in Schedule B, act of June 13, 1898, under the head of "Medicinal proprietary articles and preparations" will be presumed to be medicinal preparations unless the contrary is very clearly shown, and must be stamped in accordance with the retail price.

STAMPING OF BONDS.

Instructions in regard to stamping bonds of brewers, manufacturers of cigars, manufacturers of tobacco, distillers.

Mr. Charles E. Sage, Collector Fifth District, Louisville, Ky.

Your letter of the 7th instant, inquiring whether bonds of brewers, manufacturers of tobacco, manufacturers of cigars, distillers' annual, distiller's warehouse, transportation and export bonds are required to be stamped under the provisions of the act of June 13, 1898, has been received. In reply you are informed that they are required to be stamped with a 50 cent stamp under Schedule A when individuals are surety. When a company is surety, the bond in addition should be stamped with a stamp denoting one-half of 1 cent on each dollar or fractional part thereof paid by the principal obligor on the bond as premium. Where these bonds are required by law or regulation of this office to be made in duplicate or triplicate, each must be stamped. Copies of distiller's bonds forwarded to this office for office use need not be stamped.

REPORT OF THE CONDITION OF THE CENTRAL NATIONAL BANK, OF WASHINGTON, D. C.

At Washington, in the District of Columbia, at the close of business, July 14, 1898.

RESOURCES.

| | |
|---|----------------|
| Loans and discounts | \$647,227 21 |
| Overdrafts—secured and unsecured | 733 34 |
| U. S. Bonds to secure circulation | 200,000 00 |
| U. S. Bonds to secure U. S. deposits | 200,000 00 |
| Premiums on U. S. bonds | 79,750 00 |
| Stocks, securities, &c. | 2,966 00 |
| Banking houses, furniture and fixtures | 199,000 00 |
| Other real estate and mortgages owned | 711 30 |
| Subscription U. S. 3 per cent. Bonds | 2,400 00 |
| Due from national banks | 75,307 92 |
| Due from State banks and bankers | 494 40 |
| Due from approved reserve agents | 179,584 19 |
| Checks and other cash items | 17,146 06 |
| Exchanges for clearing house | 20,345 64 |
| Notes of other national banks | 780 00 |
| Fractional paper currency, nickels and cents | 53 22 |
| Legal tender reserve in bank | 101,300 00 |
| Specie | 101,300 00 |
| Legal tender notes | 310,732 00 |
| Redemption fund with U. S. Treasurer (5 per cent. of circulation) | 9,000 00 |
| Due from U. S. Treasurer, other than 5 per cent. redemption fund | 6,660 00 |
| Total | \$1,946,691 33 |

LIABILITIES.

| | |
|---|----------------|
| Capital stock paid in | \$200,000 00 |
| Surplus fund | 60,000 00 |
| Undivided profits, less expenses and taxes paid | 2,670 75 |
| National bank notes outstanding | 180,000 00 |
| Due to other national banks | \$17,661 52 |
| Due to State banks and bankers | 26,497 82 |
| Dividends unpaid | 300 00 |
| Demands certificates of deposit | 110 00 |
| Certified checks | 4,293 81 |
| Cashier's c's k's outstanding | 2,400 00 |
| Deposits of U. S. disbursing officers | 51,022 83 |
| Total | \$1,946,691 33 |

Washington, District of Columbia, ss: I, A. B. RUFF, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

A. B. RUFF, Cashier.

Subscribed and sworn to before me this 25th day of July, 1898.

G. PERCY MCGLUE, Notary Public.

Correct—Attest: CLARENCE F. NORMENT, FRANK P. MAY, W. K. HENDENHALL, EDWARD GRAVES, JNO. W. SCHAEFER, DAN L. FRASER, Directors.

Ambassador Cambon, who has charge of the Spanish interests in the negotiations for peace, will probably not be shocked by our demands we may make for territorial surrender on the part of Spain. M. Cambon's official career has been chiefly connected with Algeria, which is one of the French conquests of the present century, and the Government which accredits him to the United States represents the vigorous policy of French "acquisition and annexation" in Africa, in Abyssinia and in Cochinchina, in comparison with which our utmost demands will appear quite moderate.

32d National Encampment G. A. R.

Cincinnati, Ohio

SEPTEMBER 25th to 10th, 1898.—BALTIMORE & OHIO RAILROAD.

For this occasion tickets will be sold at the low rate of one fare for the round trip from all points on the Baltimore & Ohio Railroad east of Pittsburg, Parkersburg and Wheeling, inclusive, good going on September 23rd and 24th, and good returning not earlier than Sept. 26th, nor later than the 13th, except by depositing ticket with Joint Agent at Cincinnati, between September 25th and 26th, inclusive, and on payment of fee of twenty-five (25) cents, when return ticket may be extended to leave Cincinnati, to and including October 2d, 1898.

Owing to the great patriotic wave sweeping the country at the present time, great interest will be manifested at this meeting. Solid vestibuled trains of elegant coaches, Pullman Sleeping Cars, Observation Cars and splendid Dining Car Service. Three through trains daily from New York, Philadelphia, Baltimore and Washington, and two from Pittsburg.

Get full particulars from Ticket Agent, Baltimore and Ohio Railroad.

Deer Park Hotel—Deer Park, Md.

Most Delightful Summer Resort of the Alleghenies.

Swept by mountain breezes, 2,800 feet above sea level, and removed from all annoyances. Absolutely free from malaria, hay fever and mosquitoes. On main line of Baltimore & Ohio Railroad. Hotel and cottages, every modern convenience. Electric Lights, Turkish Baths, two large swimming pools. Golf Links, Tennis Courts, Bowling Alleys, Magnificent Drives. Complete Livery Service. Annapolis Naval Academy Band. Delightful cottages furnished for housekeeping if desired ready for occupancy June 1st. Open from June 25th to September 30th. For rates and information address D. J. Jones, Manager, B. & O. Building, Baltimore, Md. After that time: Deer Park, Garrett County, Md.

BALTIMORE AND OHIO RAILROAD

Schedule in effect Nov. 14, 1897.

Leave Washington from Station corner New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited trains 11:15 a. m. and 7:30 p. m. For Cincinnati, St. Louis and Indianapolis, Vestibuled Limited 8:40 p. m., express 11:35 p. m. For Pittsburgh and Cleveland, express 11:35 p. m. and 8:30 p. m. For Columbus, Toledo and Detroit, 11:35 p. m. For Washington and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. For New Orleans, Memphis, Birmingham, Chattanooga, Knoxville, Bristol and Roanoke 9:10 p. m. daily. Express Cars through.

For Lundy, 8:40 p. m. daily. For Baltimore, week days 5:30 a. m., 8:30 a. m., 11:30 a. m., 2:30 p. m., 5:30 p. m., 8:30 p. m. For Philadelphia, New York, Boston and Portland, 5:30 a. m., 8:30 a. m., 11:30 a. m., 2:30 p. m., 5:30 p. m., 8:30 p. m. For Washington and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. For Baltimore and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. For Philadelphia, New York, Boston and Portland, 5:30 a. m., 8:30 a. m., 11:30 a. m., 2:30 p. m., 5:30 p. m., 8:30 p. m. For Washington and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. For Baltimore and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. For Philadelphia, New York, Boston and Portland, 5:30 a. m., 8:30 a. m., 11:30 a. m., 2:30 p. m., 5:30 p. m., 8:30 p. m. For Washington and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. For Baltimore and Way Station, 8:50 a. m., 1:30 p. m., 8:30 p. m. 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